AMENDMENTS TO THE CLAIMS

Please amend claims 3 and 27-43, cancel claims 1 and 26, and add new claims 44 and 45, as follows.

Listing of Claims

1-2. (CANCELED)

3. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[1]] 37, characterised in that

- the pole lands ~~(25a, 25b)~~ have an essentially asymmetric configuration with respect to the [[centre]] center longitudinal axis [[(M)]] of the fuel injection valve.

4-26. (CANCELED)

27. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the pole lands ~~(25a, 25b)~~ comprise a pitch dimension which is 2 to 30 times~~, preferably 5 to 20 times, and particularly preferably approximately 10 times~~ larger than an air gap formed between the magnet yoke arrangement [[(24b)]] and the magnet armature arrangement [[(24c)]] in a rest position of the actuation means [[(24)]].

28. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- one pole land ~~(25a, 25b)~~ each is at least partially surrounded by at least one electromagnet coil arrangement ~~(24a', 24a")~~.

29. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the actuation means [[(24)]] comprises more than one assembly, formed by the magnet coil arrangement [[(24a)]], the magnet yoke arrangement [[(24b)]], and the magnet armature arrangement [[(24c)]], with these assemblies acting collectively on the valve arrangement [[(20)]] either in the same sense or in opposite senses.

30. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the actuation means [[(24)]] acts on a movable valve member [[(20a)]] of the valve arrangement [[(20)]] in order to move it relative to a stationary valve seat [[(20b)]] which cooperates with the valve member [[(20a)]] and is arranged downstream of the fuel inlet [[(12)]] between an open position and a closed position.

31. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the soft magnetic magnet yoke arrangement [[(24b)]] comprises at least two joined dish parts ~~(24b', 24b")~~ with recesses ~~(26a, 26b)~~ in which one electromagnet coil arrangement ~~(24a', 24a")~~ each is accommodated, which terminates essentially flush with the respective face ~~(27a, 27b)~~ of one of the dish parts ~~(24b', 24b")~~, with the faces ~~(27a, 27b)~~ together defining a cavity [[(28)]] in which the magnet armature arrangement [[(24c)]] is accommodated so as to be movable along the [[centre]] center longitudinal axis [[(M)]].

32. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the electromagnet coil arrangement ~~(24a', 24a")~~ is formed at least on one side of the soft magnetic magnet armature arrangement [[(24c)]] by several electromagnet coil arrangements which terminate essentially flush with one of the faces ~~(27a, 27b)~~ of one of the dish halves ~~(24b', 24b")~~.

33. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the individual coils have a thickness of ~~approx.~~ approximately 20 to ~~approx.~~ approximately 80% of the magnet yoke iron located between two coils.

34. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the individual coils on one side of the soft magnetic magnet armature arrangement [[(24c)]] are adapted to be supplied with reverse current.

35. (CURRENTLY AMENDED) ~~The fuel injection valve according to Claim 26, characterised in that~~ A fuel injection valve for fuel injection systems of combustion engines, in particular for the direct injection of fuel into a combustion chamber of a combustion engine, the fuel injection valve comprising:

a fuel inlet adapted to have fuel flow into the fuel injection valve; and

an electrically controllable actuation means which cooperates with a valve arrangement in order to cause the fuel in a directly or indirectly controlled manner to exit into the combustion chamber through a fuel outlet;

the actuation means comprising a magnet coil arrangement to be supplied with current, an essentially soft magnetic magnet yoke arrangement cooperating with the magnet coil arrangement, and an essentially soft magnetic magnet armature arrangement cooperating with the magnet coil arrangement;

the magnet yoke arrangement comprising several pole lands; which are at least partially surrounded by electromagnet coil arrangements that are adapted to guide a reverse electrical current each at opposite flanks of the pole lands;

wherein the pole lands have an essentially polygonal shape and are arranged adjacent to one another under the formation of spaces for accommodating the electromagnet coil arrangements, and are arranged parallel to one another;

at least two neighbouring pole lands being surrounded by at least one electromagnet coil arrangement at least partially in meander fashion;

[[-] wherein the yoke iron is formed by iron plates which are insulated against one another between the individual coils on one side of the soft magnetic magnet armature arrangement [[(24c)]].

36. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the electromagnet coil arrangement [[(24a)]] and the magnet armature arrangement [[(24c)]] are oriented essentially under right angles relative to one another.

37. (CURRENTLY AMENDED) ~~The fuel injection valve according to Claim 26, characterised in that~~ A fuel injection valve for fuel injection systems of combustion engines, in particular for the direct injection of fuel into a combustion chamber of a combustion engine, the fuel injection valve comprising:

a fuel inlet adapted to have fuel flow into the fuel injection valve; and

an electrically controllable actuation means which cooperates with a valve arrangement in order to cause the fuel in a directly or indirectly controlled manner to exit into the combustion chamber through a fuel outlet;

the actuation means comprising a magnet coil arrangement to be supplied with current, an essentially soft magnetic magnet yoke arrangement cooperating with the magnet coil arrangement, and an essentially soft magnetic magnet armature arrangement cooperating with the magnet coil arrangement;

the magnet yoke arrangement comprising several pole lands; which are at least partially surrounded by electromagnet coil arrangements that are adapted to guide a reverse electrical current each at opposite flanks of the pole lands;

wherein the pole lands have an essentially polygonal shape and are arranged adjacent to one another under the formation of spaces for accommodating the electromagnet coil arrangements, and are arranged parallel to one another;

at least two neighbouring pole lands being surrounded by at least one electromagnet coil arrangement at least partially in meander fashion;

[[-]] wherein the magnet coil arrangement [[(24a)]] and the magnet armature arrangement [[(24c)]] overlap at least partially in a radial direction relative to the centre longitudinal axis [[(M)]].

38. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the magnet yoke arrangement [[(24b)]] is configured as an essentially cylindrical soft magnetic disk body with radially oriented gaps [[(36)]].

39. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the magnet armature arrangement is formed by two or more strip-shaped portions [[(25)]] which are spatially separated from each other.

40. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the magnet armature arrangement [[(24c)]] is configured as a soft magnetic disk with recesses [[(38)]], preferably slots or elongated holes which are radially oriented and extend to the edge [[(30)]] of the disk.

41. (CURRENTLY AMENDED) The fuel injection valve according Claim [[26]] 37, characterised in that

- the magnet armature arrangement [[(24c)]] and the valve member [[(20a)]] are connected with each other and are biased by a spring arrangement [[(40)]] into the open position or the closed position and can be brought into the closed position or the open position by current supply of the magnet coil arrangement [[(24a)]].

42. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the fuel injection valve is adapted and dimensioned to protrude into the combustion chamber of a combustion engine with externally supplied ignition.

43. (CURRENTLY AMENDED) The fuel injection valve according to Claim [[26]] 37, characterised in that

- the fuel injection valve is adapted and dimensioned to protrude into the combustion chamber of a combustion engine with self-ignition.

44. (NEW) The fuel injection valve of claim 37, wherein the pole lands comprise a pitch dimension that is about 5 to about 20 times larger than an air gap formed between the magnet yoke arrangement and the magnet armature arrangement in a rest position of the actuation means.

45. (NEW) The fuel injection valve of claim 37, wherein the pole lands comprise a pitch dimension that is approximately 10 times larger than an air gap formed between the magnet yoke arrangement and the magnet armature arrangement in a rest position of the actuation means.